

A RESOLUTION

BY TRANSPORTATION COMMITTEE

01- R-0856

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE A REIMBURSABLE AGREEMENT WITH GEORGIA POWER COMPANY FOR THE INSTALLATION OF THE 4TH CABLE TO THE EXISTING 3-CABLE NETWORK SYSTEM THAT FURNISHES POWER FOR THE MAIN TERMINAL AND CONCOURSES A, B, C, D, E AND T FROM THE WILLINGHAM SUBSTATION TO THE EXISTING HARTSFIELD SUBSTATION AT HARTSFIELD ATLANTA INTERNATIONAL AIRPORT, FOR A COST TO THE CITY NOT TO EXCEED \$3,411,536.00 FOR COSTS INCURRED BY GEORGIA POWER IN CONNECTION THEREWITH, TO BE PAID FROM FUND ACCOUNT CENTER NO. 2H27 574001 R21E010693CG; AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta, as owner and operator of the Hartsfield Atlanta International Airport, has undertaken a major expansion of the Airport to accommodate the increasing air traffic at the airport, including construction of a Fifth Runway; and

WHEREAS, the Airport Expansion will increase electrical load capacity on the existing 3-cable network system at HAlA, which is owned and operated by Georgia Power Company, requiring the installation of a 4th cable; and

WHEREAS, in order to accomplish the addition of the 4th cable to the existing 3-cable network, Georgia Power Company requires the reimbursement of costs associated therewith, including advance payment for acquisition of materials that require lead time and for preliminary engineering charges; and

WHEREAS, it is necessary to enter into an agreement with Georgia Power Company in order to provide for accomplishment of the work by Georgia Power Company and reimbursement of the cost thereof by the City, as hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ATLANTA, GEORGIA, that the Mayor be and he hereby is authorized to execute on behalf of the City of Atlanta a Reimbursement Agreement with Georgia Power Company covering the installation of the 4th cable to the existing 3-cable network system, subject to reimbursement of the cost thereof by the City up to an amount not to exceed a total of \$3,411,536.00, including an initial, advance payment in the amount of \$2,234,178.00 at the time of execution of the reimbursable agreement; and containing other terms and conditions substantially in accordance with those set forth in the document attached hereto as Exhibit A, and made a part hereof by reference.

BE IT FURHTER RESOLVED that the cost to the City under said Agreement shall be charged to and paid from Fund Account Center No. 2H27 574001 R21E010693CG.

BE IT FURTHER RESOLVED, that the City Attorney be and hereby is directed to prepare the said agreement for execution by the Mayor.

BE IT FINALLY RESOLVED, that the said Agreement shall not become binding upon the City, and the City shall incur no obligation or liability thereunder until the same has been signed by the Mayor and delivered to Georgia Power Company.

EXHIBIT A
TERM SHEET

Reimbursable Agreement with Georgia Power covering the installation of the 4th cable to the existing 3-cable network system.

Background

1. Currently the Airport has a 3-cable network system, each cable carrying 1/3 of the load.
2. The total load must remain less than the maximum load capacity of 2 cables (34 MVA).
3. The peak load in 1999 and 2000 is 34MVA therefore; the system is currently at capacity.
4. In the summer of 2002, the Airport will exceed the 3-cable network system capacity (based on the Master Plan Project Schedule).

Scope of the Project

This project includes the furnishing, installation, testing and maintenance of an additional Georgia Power Co. ("GPC") 3-phase primary-side power network distribution cable to the existing 3-cable network system that furnishes power for the Main Terminal and Concourses A, B, C, D, E and T from the Willingham substation to the existing Hartsfield substation. Also included are improvements to both substations load gear equipment to accommodate the new cable terminations and load rebalancing after cable installation.

The proposed network distribution cable will be routed from the existing Hartsfield station through existing underground duct banks and the existing tunnel to the individual facility substation transformer equipment. The work will also include cutovers and selective electrical demolition as required to reconnect cables to existing transformers.

The project delivery method proposed is design-build-operate-maintain through a lump sum reimbursable agreement with GPC. GPC will retain title to the cable improvement. Maintenance service shall be included in the contract scope.

Statement of Need: This network capital improvement is based upon a 03-05-01 concept evaluation and feasibility study recommendation made by HPC. The current GPC network distribution system consists of a three-cable system with a total aggregate capacity of 45-MVA. The existing 3-cable system is limited to 34-MVA capacity. Any demand over the 34-MVA limitation could result in failure or non-availability of one of the three distribution cables. The projected peak monthly total is approximately 37-MVA by July 2002. The existing three-cable arrangement comprised of two normal operating power cables and one spare cable, with a total of 34-MVA normal capacity, closely approaches the total projected average monthly consumption and is thereby marginal. If the four-cable system is not installed by midyear 2002, there exists the distinct risk that the existing system could be overloaded in the event of a single cable failure, (based on current forecasted load demands). Overloads will cause tripping of

circuit protectors and interruption of power to passenger terminal facilities in the CPTC complex. Overload conditions can also degrade the cable insulation. The existing Airport network system supplies power to the Main Terminal, North Terminal, South Terminal, T-gates, Concourses A, B, C, D, and E. The airport network systems, in the year 2005, must provide power to the existing campus facilities plus the FAA ATCT, CEELA and CONRAC. A fourth-cable system will ensure mitigation of power blackout events.

Goals:

- Minimize customer impact due to power outages (blackouts and brownout events)
- Provide adequate redundancy to the network system
- Minimize risk of property damage and safety hazards to the electrical system
- Provide for the future near term primary power needs of the CIP Master Plan in the time frame necessary to meet the energization milestones of the projects
- Achieve the maximum network benefit at an optimum cost within the June 2002 time frame
- Minimize operating and maintenance costs to the Airport and GPC
- Arrive at an implementation strategy that can be executed with a minimum of interruption to ongoing Airport Operations.
- Maintain flexibility for GPC to maintain the network system

Terms of Construction

1. Georgia Power Company will be responsible for the installation of the 4th cable to the existing 3-cable network system.
2. Georgia Power Company will be responsible for the maintenance of the new 4-cable network system.
3. Georgia Power Company will provide all necessary equipment and manpower to accomplish the installation of the 4th cable.
4. Georgia Power Company will complete the construction with Georgia Power Company employees or by bidding project elements to at least three qualified Georgia Power contractors.
5. Georgia Power will perform all work in accordance with minimal disruption to Airport Operations. Georgia Power shall use due diligence to complete the project in a timely fashion.
6. This Reimbursable Agreement shall be effective upon execution by the Mayor for the City and delivery to Georgia Power and the Term hereof shall commence immediately thereafter and continue until all work is performed by Georgia Power, in accordance with the terms and conditions of this Agreement and the costs incurred by Georgia Power hereunder are reimbursed in full by the city not to exceed \$3,411,536.

7. Article III - Indemnification and Insurance shall contain the exact language as stated in the Phase 1 Reimbursable Agreement (Relocation of Power Lines and Substation In the Fifth Runway Project Area) between Georgia Power Company and the City of Atlanta.

8. Other terms and conditions as deemed necessary to protect the best interest of the City.

Planning, Design and Engineering

1. Georgia Power Company will complete the planning, design and engineering for the project.
2. The Airport will have the right to review the planning, design and engineering.

Cost Breakdown

NETWORK UNDERGROUND

In the existing duct system and utility tunnel serving the Hartsfield Atlanta Airport, between Willingham Drive 115/20-kV Substation and the Hartsfield 115/20-kV Substation, install a fourth network feeder consisting of one 3/c-750 mcm PILC Cable and 3-1000 mcm Cu. cables.

Material	Labor	Equipment	Total
\$2,136,558	\$916,595	\$121,627	\$3,174,780

WILLINGHAM DRIVE 115/20-KV SUBSTATION

Terminate the fourth network feeder on existing breaker W-1848. Re-arrange the switch connections for underground network operation, and modify the controls for the automatic transfer scheme.

Material	Labor	Equipment	Total
\$943	\$37,996	\$1,864	\$40,803

HARTSFIELD 115/20-KV SUBSTATION

Install a fourth u.g. network feeder bay including one 1200-Amp, 25-kV PCB and terminate the fourth network u.g. feeder serving Hartsfield International Airport.

Material	Labor	Equipment	Total
\$96,677	\$90,910	\$8,366	\$195,953

PROJECT TOTALS

Material	Labor	Equipment	Total
\$2,234,178	\$1,045,501	\$131,857	\$3,411,536

The City will pay Georgia Power an initial payment of \$2,234,178 to cover the cost of long-lead time materials.

This Initial Payment will be due and payable on the date of delivery of this Reimbursable Agreement to Georgia Power after execution by the Mayor for the City.


Invoicing

1. Upon receipt of invoices, as deemed appropriate by the Aviation General Manager, the City will make monthly payments to Georgia Power for all project costs incurred on the project.
2. The City reserves the right to audit the project cost at the completion of the project.

3. Georgia Power will send invoices to the City as appropriate. To the extent practical and appropriate, Georgia Power will send monthly invoices. All invoices will include supporting documentation, including any supporting documentation reasonably requested by the City's Department of Aviation General Manager. The City will pay the invoices in full within sixty (60) days of receipt ("Progress Payments").
4. Georgia Power shall maintain records and accounts in connection with the performance of this Agreement that will accurately document incurred costs, both direct and indirect, of whatever nature for a period of three (3) years from the expiration of this Agreement unless otherwise specified by applicable law. The City of Atlanta or its designated representatives shall have the right to examine and copy the records and accounts at all reasonable times, with advance notification. The City reserves the right to audit the project cost at the completion of the project. Any such audit will be commenced within one year of the receipt of the last invoice.

TRANSMITTAL FORM FOR LEGISLATION

To Mayor's Office: Greg Pridgeon

General Manager's Signature: 

From: Originating Dept. Aviation
Committee of Purview: Transportation
Committee Meeting: 5/30/01

Contact: Dan Molloy (404)530-6600
Committee Deadline: 5/18/01
Council Meeting: 6/04/01

CAPTION:

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE A REIMBURSABLE AGREEMENT WITH GEORGIA POWER COMPANY FOR THE INSTALLATION OF THE 4TH CABLE TO THE EXISTING 3-CABLE NETWORK SYSTEM THAT FURNISHES POWER FOR THE MAIN TERMINAL AND CONCOURSES A, B, C, D, E AND T FROM THE WILLINGHAM SUBSTATION TO THE EXISTING HARTSFIELD SUBSTATION AT HARTSFIELD ATLANTA INTERNATIONAL AIRPORT, FOR A COST TO THE CITY NOT TO EXCEED \$3,411,536.00 FOR COSTS INCURRED BY GEORGIA POWER IN CONNECTION THEREWITH, TO BE PAID FROM FUND ACCOUNT CENTER NO. 2H27 574001 R21E010693CG; AND FOR OTHER PURPOSES.

BACKGROUND/DISCUSSION:

The Airport has a 3-cable network system, each cable carrying 1/3 of the load. The total load must remain less than maximum load capacity of 2 cables (34 MVA). In the summer of 2002, the Airport will exceed the 3-cable network system capacity, based on the Master Plan Project Schedule. The 4th cable must be installed by mid-year 2002, to avoid the risk of the existing system being overloaded in the event of a single cable failure, based on current forecasted load demands. Overloads will cause tripping of circuit protectors and interruption of power to the passenger terminal facilities in the CPTC complex. The existing Airport network system supplies power to the Main Terminal, North Terminal, South Terminal, T-Gates, and Concourses A, B, C, D and E. The 4th cable will ensure mitigation of power disruptions due to a single cable failure.

FINANCIAL IMPACT : \$3,411,536.00

SOURCE: Airport Revenue Bonds

Fund Account Center numbers and availability of funds verified by Financial Analyst, Tracy Curry

Mayor's Staff Only:

Received by Mayor's Office: 5/25/01 JP Reviewed: JP

Submitted to Council: _____

Action by Committee: ☐ Approved ☐ Adverse ☐ Held
☐ Amended ☐ Substitute ☐ Referred ☐ Other